The consumers, as a class, were never better able and the Foreign demand promises to be larger even than that of last year; yet, in the present ainty, few responsible parties are willing to ope-The importations are falling off, as compared with previous years, and the productive capacity of our mills has not been increased beyond the ordinary demands of the trade-and up to the first of the year no secumulated stocks were observed. It cannot be concealed, however, that we have been disappointed in our trade for the past four months, and stocks begin to accamulate, with most styles not adapted for the export markets. Unless some change shall take place in our political condition, these accumulations, which at present can scarcely be realized, will become so opserve that the manufacturers will be obliged to sus ad operations entirely. If a restricted production should be generally adopted at this time, the greater calamity would be avoided. The discreet and prudent merchant, in all departments of trade is restricting his operations as far as possible and canceling his engagets. The English manufacturer, in view of the broubles in the country, is proposing to work short time, and why should not our manufacturers act as discreetly. The demand during the past two weeks for choice styles of their Woolens has been larger than noticed for many weeks. Undesirable styles and in-Serior fabrics are not wanted; we have had a surplus of such goods during the whole season. A more detailed review of the Dry Goods market ap-

pears in THE SEMI-WEEKLY TRIBUKE.

We annex our usual summary of exports of Domestic goods frem this port for the week ending

marca o, as rollyme.	Pkes.	Value.
To Denish West Indies (Dry Goods)	2	#189 201
To Datch West Indies	. 2	351
To London (Ory Goods)	196	9,513 177,73
Total	3,533	\$192,74 696,56
Total	14,993 m. Bosto	#883\$25

Shopping List, for the month ending Feb. 28, has been

BOMOME:		
	Pkga.	Value.
China		\$333,047 00
Co Cutta		543 00
to I and n	10	250 00
Po Man itios	25	1,229 to
Pe Senyrun	136	9,712 08
To Rio Janeiro	240	15,396 00
Do South America	3	41/7 (0)
Do Surinam	. 4	240 00
To Bayti	180	10,839 00
Provinces	28	249 00
Total for ebruary	7.034	\$272,590 00
Total for January	264	20,681 24
Abin for January	-	
Total this year	7,318	\$303,274 28
Same time, 1860	1,322	675,226 66
Same time, 1950	2,615	157,422 01
The value of imports and exports	of gos	ds, , wares,
and merchandise entered at Boston	during	the month
		S STORY OF STREET
February, 1861:		
courts Duriable, entered for consumption		\$1,410,849
Du janie, warehoused		1,040,004
Free teacurive of specie and built	m)	971,000
Specie and bullion		497/122
		The second secon

Photo-CARPPULLY REPORTED FOR THE N. Y. TRIBLES ASHES. The market is unchanged; the demand fair for Pots

yea at 1956.
10N - I he market to-day has been moterately active and
batter prices were obtained. We hear of sales of about
se on a backs of 1150 for middling opland; and 1150 for de.

The base on a hard of the terminating process and feather.
Figure 4. The demand or Western Canal From Figure 4. The demand or Western Canal From Samere general and with light arrivals prices of the low g ages re-bester, and scade brands are held with more steadiless; the miss are 11 the base at \$\frac{1}{2}\$ to \$\frac{1}{2}\$ to

hets at two. Corn is better, and in fair request for expert and
the Last; new is has pirity, and is wanted; the sales are 7,0.6
bush; part vesterday, at 5 \$980.6 for new Mixed Western as
the rall not deput and delivered, at 61 \$600.6 for new Bouthern
tellows of write for new White Boundarn; the former rate for
small lots affinet at 500 for on. Western Mixed in store, and 61 \$6.

HAY—The market is quies, the supply is large; sales of 1,100
bales at 70 wite. \$1 100 fb.

HIDES—The market is very doll, and we do not bear of any

BOPS—The market is quict but steady; small sales to brewers the three parket is quict but steady; small sales to brewers the market is quict but steady; small sales to brewers the market is quick and prime are extinsly hominal. LEAThEL—There is a very fair business daing in Hemothek and trait Sole, and prices are supported. The suction sale boday was very largely absoluted and the making was crisk, the prions resilined sweet good, in many instances being higher than those otterhead at p trute sole.

LIME—The market for Rockland is quiet at \$1 for common and \$1 for the inner.

MOLAS TE - Sie market has been moderately active; the miss are \$1 hade, caba at each; if hids, new crop Porto files at See, and 80 hills. New Orleans at 18th. By action, we notice miss of Leve bits. New triesms at 2 wide.

NAVAL STORES—The market to day has been quiet, but

Fig. 24. St. 1. Let - I so in a let to day has been quiet. Operating repeated were most with a moderate inquiry, and we have only to no has also of 50 kb, in, other har a let inquiry, and we have only to no has also of 50 kb, in, other har a let in the lice its we hear of a let in the lice in the let in the lice is we hear of sales of both kb, No. 2 and law No. 1 at 41 5 and 41 kb 9 8 10 ft. Dominana Beens is steenily et \$1.35 \$\text{P}\$ 100 kb. Willington at \$2.25 \$\text{P}\$ 100 kb.

Olds-The inquiry for Coude Fish Olis is light, but prices are

Gilde-The inquiry for Crude Flah Olls is light, but prices are supported. It assert is still in very good of heling denound, and prices very fram at decision, and few small raise have been made as high as one. Manufactured Olia are registered.
FIGUVIDIONS-TDE Imputer for Pork is moderate, and the market is steady, naise of 250 bits, at \$12 500 \$12 75 for Prince and \$17 12500 \$17 for Republic Action 1 12500 \$12 75 for Prince and \$1000 \$17 for Republic Action 1 12500 \$10 for Prince and the finance are firmly held, called of 50 bits. Western at \$15 75. Sucon is heavy takes of its house City Cumbersand at the Cott Mosta are more phenty and are heavy; sales of 115 bits and test an opticity of the prince. Presented the Cott Mosta are more phenty and are heavy; sales of 115 bits and test an opticity for House. Presented they are duling the first prince and move, for House apply in fair reside of 150 bits and ton as \$1 17 to. Butter is pleuty and in fair request. Chees a quict at \$100.

mastly at #2 side. We quote at #2 state but light for export,
#ERISE-The liquidry is fair for the trade, but light for export,
and the adject to moderate, almostly fixed in in good demand,
and the appet to moderate, also of 40 bush at #2 side 2 side of
bush. Rough Phaseout to quiet. We hear of asia at Boston of
\$1,000 long call offs. Linearest at \$10 to demand is fair, and
spring are to oblige upward.

WHITE Y -Too market is firm and the domand fair; sales of

Morety-to of Produce.

Morety-1,5to blin. Plour, 150 page. Land, 206 page. Whishy

A Man Horse.—A valuable horse, belonging to Micholas Smith, in Mediord, Mass., went mad a few days ago. He extilisted his strange malady by biting his keeper, and dashing his head against the sides of his scall. He attempted to guaw his own hoofs, in doing which he broke his lower jaw, so that it hung madess. He finally died after three days of terrible Market.

mifering.

BODY RECOVERED.—The police of the Ninth Ward must, on Thoroday meening, at the fost of Christacher street, he body of thug it body, who has been adming since the 30th of forcessiver last. The deceased was a conclusion to the employ of fice. Parish in Union square, and at the time of his deseparance corpicious of four pies were enforciated. A reward of \$200 he converged to the body was observed by the Mayor. One or two parterns were recorded paragraded on surplicion of being topication in the despressions of the missing man, but after an examination, before a magistrate were discharged. As Inquest will be highered as a magistrate were discharged.

## JAPAN.

THE CITY OF YEDO.... No. I. YEDO HARBOR AND FORTS-THE CITY FROM THE WATER-SIGHT-SEEING IN YEDO-THE STREETS -ATAGO-YAMA-TEA-BOOTHS AND THEIR AT-TENDANTS-VIEW FROM ATAGO-EXTENT AND POPULATION OF THE CITY—BRINCES AND THEIR RETAINERS-SHOPS AND SHOPPING-CROWDS AND POLICE.

KANAGAWA, Japan, Dec., 1861. The steamer Hartford was to leave her anchorage in Yokohama Bay at 9 o'clock on the morning of Nov. 1, for Yedo. An hour before that time Heco and myself were on the quay vainly trying to hurry off the reluctant boatmen who were to put us aboard. But there was no hurrying the natives from their breakfast and their morning pipe, and we stood shivering in the cold morning wind till we had nearly lost our passage, and quite lost our reputation for amiability. We were, however, aboard in time to see the anchor up and the steamer turn ber bows toward the head of Yedo Gulf. Heeo is the young Japanese who, with several others, was rescued a few years since from a wrecked junk and taken to California, where he was kindly cared for, and acquired a knowledge of our language, our institutions, our business ways, and social life, which knowledge he has brought back to these shores to the mutual benefit of himself and his countrymen. He seems to have improved his absence mere than any of the

rest of his unfortunate countrymen.

From the anchorage at Yekohama to that at Yedo, a distance of 12 or 14 miles, we passed low shores and a flat country. A line of houses seldom brokes extends from Kanagawa to Yedo, following the line of the coast. The waters of the bay opposite the City of Yedo are so shallow that the Hart ford was obliged to anchor five miles from the shore, a distance at which the city, built a little only above the water-level, is indistinctly seen. Yedo occupies a large plain, out of which rise a few knolls on the north-west side, and near the head of the gulf which bears its name. The approach to the city from the water-side is guarded by five forts. These are rectangular earthworks, faced with stone, with guns new treat a harbette heart water side. mounted en barbette, having no formidable front to any attacking foe, particularly as they are huddled together, and to some extent cover each other's fire.

A good half Autumn day remained, and I was too impatient to see the great city in whose shadow, as it were, I had sat so long, not to jump into the cutter that was alongside, to set a party ashore. We passed between the neat walled forts with their trim escarps of turi, about which there were no signs of life. These forts have been built since Perry's visit, and must have been crected with great

Perry's visit, and must have been erected with great outlay of labor, as they are a mile and a half from the shore, from which they are wholly isolated.

There were few indications of an approach to a great city. No ships were crowding wharves laden with merchandise, few boats were plying the harbor, a score perhaps of junks lay idly at their anchorage, and dotting the bay at long intervals was a small fleet of fishing bouts. We seemed rather to be approaching an extinct city than the largest existing one of the world. Picturesque spots along the bay were occupied by ten-houses and places of pleasure resort. The few elevations that broke the level monotony were occupied by temples, whose high walls and peaked roofs were begirt with hedge rows and embosomed in the shade of overhanging trees. The white walls of Princes' inclosures show out here and there from among shrubbery, and rising above the humbler roofs were the mosque-lik shiroi that denoted the residences of the great chiefs of the empire. The boat landed us at the Custom-House wharf, which is a solid work of cut masonry. with steps leading up from the water's edge. We were, on landing, within a small inclosure cut out of the city by a high fence and barred gates, where a number of yakunins' were in readiness to receive us. No sounds of a great city's life broke over the walls, and for aught we could see or hear we might have been in a cattle pound of the smallest village at home as at the entrance to Yedo. The Yakunius were very civil, and at once proffered to escort us whithersoever we would go.

Sight-seeing in Yedo is no trifling matter. In the first place, one must needs be mounted, for the city covers too great an area to be seen otherwise. Nor is it either agreeable or prudent to go about on foot to any extent, for the curious crowd gathering in every street would effectually block up the way; nor would the foot-traveler be secure from insolence and violence at the hands of the numerous samrai or soldiers who constitute so large a proportion of the population. Yedo is emphatically a Court city. Within its walls each hereditary Kami must reside every other year, and he brings with him a numerous retinue of retainers or samrai, who hold themthe Imperial Government. They follow the fortunes of their master, and if he happen to be hostile to foreigners, they scruple not to show the same dis-like by malignant looks or insolent acts whenever fitting occasion offers. Nor is the mounted visitor exempt from insults, as has repeatedly been shows; and quite lately, when the captain of a Prussian frigate was driven from his horse and compelled to seek refuge in an open shop. Whether on toot or mounted, an ercort guard of Yakunins accompanies the visitor; and even they are powerless always to

protect.
We had ordered our herses to be sent up to us from the settlement below, but they would rive till the following morning: so we contented our-selves with a walk to the bill of Atago, the most cicvated ground within the city, and commanding a view of its entire circumference. On our way thither we passed through many streets which, like all the streets of Yedo, were spacious and cleanly. For the latter virtue, Yedo may rank with the best kept cities of the world, and would put to shame our own great metropolis. As in other Japanese towns, the streets are daily and many times a day swept by the inhabitants, and an accumulation of filth or garbage is nowhere to be seen. The public conve-niences which in China and often in Japan are so many public nuisances, in Yedo are kept so wholly out of the observation of any of the senses that their existence would not be known. Sewerage by well paved gutters and subterranean trunks is thoroughly effected, the river flowing through the center of the city, its numerous offsets of canals and the bay read

ily draining every part.

In passing through any quarter of the city, the contrasts of the different streets are wooderfully striking. From a street flanked by small houses and crowded shops, one may pass, at the next turn, into a spacious avenue whose entire frontage is oc-cupied by the ample buildings of a powerful Prince, or a narrow lane, bemmed in on either side by the blank walls of his retainers' barracks. Streets of fine stores and fire-proof warehouses conduct you to the park-like inclosures of the temples, or some still more quiet precinct, where a brook flows be-tween spreading banks of green and under-thickets of bamboo, a strip of country life cut cut and inserted into the great city. Then there are parks of many acres in extent, of which nothing is to be seen but the tall fir-tops which the high, close fences cannot wholly hide. Such is the Prince of Satsuma's, on the way from the landing to the American Min-ister's, where there is a constant fusilinde every morning from the guns of his practicing musketeers. Such a one, too, is the Prince of Sendai's, whose superb grove of ancient cedars, a half mile square, is one of the most charming sights in this city of cu-

rious things.

An hour's walk through streets and scenes like these brought us to the foot of the hill of Atago. This is a low eminence, to which the foreigners have given the name of Bolleview. Its summit is crowned with a temple, and a line of tea-houses occupy the length of its brow. The ascent is through an imposing gateway or lodge, and up a flight of a hundred stone steps. There are two of these stone stairways, the one winding circuitously, the other leading directly up the hill, a grand stairthe other leading directly up the nul, a grand starr-case, fifteen feet wide, and nearly a hundred high. The Japanese are passionately fond of pleasure re-sorts. An ernamental garden, a fine prospect, or any similar attraction, will always have abundance of visitors. Few places would be more enticing

haze. Further than the eye could reach to the northward and eastward, it stretched away till lost in another sea of distant woods and water. This was great Yedo, so long the marvel of the world. What fabulous stories had not been told of the city and its inhabitants; of its immense extent, which a mounted rider might not hope to compass which a mounted rider might not hope to compass in the longest Summer day; its swarming millions of population; its palaces of ceilings of gold sup-ported by golden pillars; the hundreds of residences of its nobility, from whose gates swept out long trains of menials in all the pomp of ancient story; its gardens of a thousand delights of Summer-houses and flowers, its seraglios of beautiful women, and all those other voluptuous tales of sensuous joys that belong to the barbaric splendor of eastern life, at least of eastern story. Would the delusion all fade and disappear when we descended the hill of Atago, and

wandered amid the city's streets?

We sat down upon the benches in the tea booths, and looked out upon the scene spread in such beauty before us, with the bay of Yedo sweeping in grace

mind you of," said one of our party to another?" Philadelphia from the Girard College," was the

"The same I was thinking of," added the questioner. Yonder we have a view of a corner of the Imperial grounds, the ramparts of earth and stone, and the sparkling most below. The multitutudinous roofs, the shiroi of the Princes, the high-peaked ridges of the temples, the numerous parks, with their breadths of vivid green, the belt-ing forests, the long lines of hedge-rows, the dividing river, the threading canals, the distant sea-chimpeas filled out a might as a root of high particular glimpses, filled out a picture as rare as beautiful.
There is no city like Yedo, for parks; one comes
upon them at every turn; parks where the wild
deer graze, and royal trains still hunt with hawk and hound.

The long diameter of Yedo is sixteen or twenty miles, as one begins to measure in the suburbs, for it is difficult to say where the city begins or ends; the long straggling suburb of Smagawa being as much Yedo as Yedo itself. The average breadth is eight miles. Its population has been variously esti-mated from one to eight millions, and commonly put down at three millions. The area occupied by the city would contain the largest number, if built with the compactness of Chinese towns, but instead, are wide streets and courts, houses of one story and ample room, the large courts of the temples, and the great areas occupied by the Princes.

There is no reliable census of the city. The num-

bers of certain classes of men are known, such as the Hatamoto, which includes all the civil efficers of the Government. From this class are taken the governors of provinces and cities, civil function-aries of every grade, such officials as the late Embassadors to America, and all of whom may aspire to the titular rank of Kami. Of this Hatamolo class there are 80,000 in the City of Yedo. Then of the 264 hereditary kami, one-half constantly reside in Yedo with their numerous followers. Each one of them has a retinue according to his power and revenue. Such princes as those of Kaga, Satsuma, and Owari number them by many thousands—ten taou-sand to each would not perhaps be too high an estimate. The Princes of Sendai, Yetzizen and Kanon not much less, while some of the smaller princes would number less than a thousand. Within the citadel where the Emperor resides with his household troops and adherents, are fifty or sixty thousand souls. So that we may safely recken that there are of the official and military classes in Yodo

scarcely less than half a million.

The temples occupy with their grounds nearly one-fourth of the city on the right bank of the river, and to them are attached a numerous priesthood. Doctors form another numerous class, and there is a large population of those who might be styled gentlemen of elegant leisure—inkio, as the Japanese call them. These, with the tradesmen artisans and their families would make another half million. The class living upon the water as fishermen and boatmen is very numerous; so also the minsooko, or coolie class, the kaksko, or cultivators of the soil, who with other not-enumerated classes, would make another million, se that by any process of

make another million, so that by any process of computation open to us, the population of Yedo cannot well be put down at less than two millions.

The brow of Atago is occupied by a connected line of booths open at all sides. Each booth is provided with beaches covered with matting, and has its attendant girl or tea-nymph. Each girl invites patronage to her own particular booth by winning smiles and inviting gestures. There were at least twenty of these dispensers of the divine beverage, the particular goddesses of this hill, painted and powdered after the approved custom of the country. I do not know how it happened, but so it did happen, that when we had chosen our particular booth here to rest and look out upon the city below, we had fallen upon the one presided over by quite the neatest and prettiest of all these Hebes of the celesbetween which ghstened her white, even teeth; the white powder lay thick on her cheeks, and extended in broad lines down her neck, disappearing beneat the folds of her dress. She received us with a pro-fusion of salutations and low bows, and waddled of (the highest-born beauty in the Empire cannot walk gracefully on her clumsy shoes) to bring the indispensable tea and fire for pipes and cigars. While ur belle of Belleview was dispensing her ten and her smiles with equal impartiality to all, she told me confidentially that she was sixteen years old, not a day more, and that everybody came to her booth. There was one slight drawback to our Hebe's attractions in that irritating cutaneous cruption which does not spare even the hands of beauty in Japan. There is no toying with such fingers, however taper, though one learns measurably to over-look such little blemishes after a short remdence in

Japan.
From the hill of Atago we descended again to the streets and entered one wholly occupied by shop-keepers. This street, which was about a rod in vidth, was wholly haed on either side by bazaars tull of merchandise, from mat to ceiling. There were tempting treasures of silks and satins, lackered ware, swords, smoking apparatus, children's toys, cunning carvings in ivories; but we were involved in such a mob of curious people that to purchas was out of the question. In vain our attendant yakunins waved away the crowds, and policemen with iron staves and rings, tried to keep back the multitude; it was of no avail. We yielded to the pressure literally, and gave up the bazzars, which this street, though small, were fairly crammed

been enough to teach us that sight-seeing on foo was an impracticable, or at least an incom thing. To-morrow horses would be ready, and til to-morrow we would wait.

LAUNCH .- The commodious new ferry boat for the Barelny-street ferry, is to be launched from the Hoboken ship-yard on Saturday morning at 8 o'clock.

f Hoboken have decided to recommend Peter M. Reynolds, editor and proprietor of The Hotoken Standard, for the office of Postmaster in that city. Mr. Reynolds, who is every way competent and worthy of the position, is the only candidate, all others having withdrawn in his favor.

A NEW STEAMBOAT.—A new, steamboat has been nearly completed at Mr. Allison's yard in Jersey Cl.y. Should to run between New-Yerk, Sing Sing, and Newlung. She is 150 feet in length, 17 feet beam, no 7 feet hold. She will be furnished with two hermontal engines of 20-inch cylinder and 5 feet toke.

PUBLIC SCHOOL EXAMINATION.—The annual examination of the pupils in the public schools of Jersey brity commenced year-calaryth School No. 3. Quies a large number of citizans and seed. High colicials were present. The children sequitted themselves in a very creditable manner.

ROBBERT. Conover's Express stable, in Newark steams, Jaron City, was broken open an Wodarday sight, and you only of lathout were engine prop.

WOOD, STONE, OR IRON PIERS!

To the Politon of The R. Y. Tribune.

BIR: The subject of stone piers for this city is now attracting a good deal of attention, and a Committee of the Common Council have under consideration a proposition to "inquire into the expediency of reporting an ordinance providing for the construction of the wharves and piers of the city, of stone in lieu of wood. Also the expediency of making application to the Leg islature of the State, at its present session, for author ity to fund a debt for the purpose of paying for the construction of such stone wharves and piers, if found to be necessary or advantageous."

The present mode of building piers is very simple. A long box or crib is placed over the spot where the pier-head is to be, and is kept in position by upright poles driven down at the four corners. Stones are then thrown in, and as fast as it settles the sides of the crib are built up, until it is settled firmly on the bottom of the river. These cribs are sunk at about 100 yards distance from each other, and a bridge is built from one to the other. Piles are driven down, a floor is laid and sheathed with yellow pine, and the mooring-posts erected, which completes the pier. The narrowness of our piers is one great defect. Were they twenty feet wider, it is believed that nearly one-half more work could be done on them in a given time.

As far as this port is concerned, the subject of stone piers is one comparatively new and little understoo Even among men whose opportunities would seem to give them the best means for forming a correct judgment in the premises, diverse opinions prevail in regard to the advantages to be attained by this radical change. We proceed to give some of the reasons pro and con :

On the one side it is said that while wood piers are good when new, they soon begin to bulge out, and need repairing. The custom has been when the end of a pier has become dilapidated and unfit for use to build out in front of it, instead of tearing it up and building a new one altogether. But in the lower portion of the city this plan cannot be any longer adopted, the harbor line preventing further extension.

Some piers, nearly new, up town, must be rebuilt. At the foot of Thirty-fourth street a wharf built three or four years ago by the city, is so sunken and warped that the tide flows over it; the pier at the foot of Fifth street has caved in; and at Twenty-third street, E. R., and Forty-seventh street, N. R., the condition is about as bad. There must, therefore, soon be an entire reconstruction of many piers. Shall they be of wood or stone? The question of durability is of more consequence than it might at first seem; and though for a hundred years the expense of stone piers should be much greater than that of rebuilding wooder piers several times over, still the time thus lost in rebuilding the latter would be a great drawback in an economic point of view. The facilities for the use of cranes would be greatly increased, and loading and unloading of vessels would be expedited thereby. And as in the busiest season the wharves have more than they can do-this, in fact, controlling to a great extent the cost of doing business here, vessels sometimes waiting several cays for a berth-it follows that whatever will increase business facilities will increase the ar ount of business done. Waiting for a berth is particularly operous on foreign vessels, which cannot discharge their crews. Delay, also, often makes a great difference in the profits of merchants to whom waves are consigned, as forcibly illustrated in the fact that they often pay employees in the Custom-House to work over time in order to get their goods away.

It is also claimed that even though the proposed change should increase the rates of wharfage, it would be more than counterbalanced by the advantages resulting from the erection of warshouses on the wharves; and no doubt these would prove of great value for certain staples, as grain, tobacco, &c. In a sanitary view it is said that the rotten wood of old piers, and the fifth that has a tendency to accumulate about them, turnish no recommendations. A plan for stone piers, with basins underneath to receive the contents of sewers, with facilities for boats to go under. near the bulkhead, and clean them out, has been projected, which we may refer to more specifically at another time. Another p an is for the sewers to empty at the end of the piers, so that the tide may carry off the contents thus discharged. Wooden locks for canals once had strong advocates, and the objection now urged against stone piers, that the shock of coldisions would

strain and injure the boats, is proved to be unfounded. In reply to the frequent allosion to the docks of Liverpeol and London by the champions of stone piers, it is answered that, properly speaking, there are few piers belonging to either of those cities, the circumstances of the case preventing their construction. There the tide has a rice of more than 20 feet, and when it is full, ships go in at the gates of the basin, and when the left completely high and dry. While there, the great difference between high and low tide necessitates the building o besine instead of piers, the receding of the water during a portion of the twenty-four hours gives facilities for mason work not possessed in this city, from the comparatively small tidal changes experienced from four to six feet. The foundations, therefore, for piers in this city would have to be laid under water. eccesitating the employment of diving bells and coffer

The piers are at present constructed of open crib work, with ample siniceways between, designed to give free play to the swift current. Where this tidal wash is revented, as at Coenties slip, the mass of fish collected is enormous, and its putridity most offensive. It is seriously alleged that with stone piers, the some dangerous deposits would take place in every As to the cost of stone piers, compared with wood, it is

stated that the interest on the outlay for the former would renew our wooden piers every five years. Take Pier No. 4, North River. Probably it is 600 feet leng. It is built of wood, with bulkheads filled up with stone. It is always dry. Water now sonks through, which it would not do in the stone structure, and valuable merchandize is always dry and safe upon it. The cost of such a pier is from \$12,000 to \$20,000, and it is calculated to last from 25 to 30 years. It pays taxes -even at the present exorbitant rate-keeps the pier in repair, and leaves a good 7 per cent interest on the investment. Upon a dock or pier costing \$12,000, at 10 per cent, the interest would be \$1,200. How many vessels come to it in the year, and how little is the expense? Wharfage in the city should be cheap. It brings ships, trade, and activity. New-York has grown great by her unsurpassed position and the cheapness of her accommodation for ships and merchandise. Increase the expense of the navigating interest in her water, it is arged, and you drive away trade. It will seek other points-Jersey City, Perth Amboy, Philadelphia, or, perhaps, Balti-

How would it be with stone piers? Pier No. 4 would cost probably \$250,000! That or any other pier of the same length would cost, before a foundation was laid, more than the present pier. It could only be got at by driving piles down in some places forty or more feet below the present bottom, and on these the stone foundation would have to be baid. Then from \$10,000 to \$50,000 would have to be expended before a foot of the pier had been built up. There would also be constant danger of sinking or getting out of order, and in such a case the repairs would cost thousands of dollars upon each occasion. The stone pier would have to be built of two immense outside walls of granite, which must be brought from a great distance, and at an enormous expense, and then filled in with stone. Comparison has been made with Boston. In that city the harbor bottom is rocky, and piles cannot be driven easily, as in Now-York. Gravite quarries are also found in the vicinity. It is oheap. With wood piles and docks, in Boston, the filling in would have to be of small rough stone. They have not got it, and would for this purpose have to break up their granite into small pieces. New-York, on the contrary, has the Palicades which will furnish small stone in secficient quantities and at small cost until the crack of

The cost of stone piers would average a quarter of a million of dollars each. The interest of 10 per cent to the owner would be \$25,000, and wharfage would have to pay it. Estimate 200 piers of stone (that would have to be constructed within a few years, if the stone project is to be adopted), and what does it amount to ? The answer is \$50,000,000. The interest, taxes, &c., at 10 per cent is \$5,000,000. To erect that portion which belongs to the city more money would have to be borrowed, the enormous city debt permanently in creased several millions, and the taxes of the people made more onerous.

Piers of solid masonry are likely to give a heavy

shock to ships when they are kept in motion by tides and wind, as in our rivers. The wooden pier is far easier for vessels, giving more or less according to the pressure. Below the water line where air does not reach t, the wood will last without decay a long time. It is a'so a fact now well authenticated, that wood used in docks or piers is preserved from worms by the gas escaping from the sewers. When our supply timber gives out, iron, it is urged, will be cheap enough to build piers with, and will be far preferable to stone. In fact, iron piers would be better and cheaper than stone even now. We must accommodate ourselves to circumstances, and not be governed by what other cities do in pier building or any other important work. Not many years ago, we laid down stone for the rails of our city roads to rest upon, after the English method. They laid stone in London because it was cheaper, and they had no timber. Soon after we found that timber was cheaper and better, and we took up the stones. So it is with docks and piers. We have timber in abandance, and plenty of small stones to fill up. It is to be hoped that, before going into the business of stone dock and pier building, our citizens, and especially the tax-payers, will thoroughly examine the subject. It is a matter of vast importance, and as yet but very little understood. The above are some of the considerations presented

for and against the adoption of stone piers. In regard to expense, no very reliable estimate can be given until the experiment of building one has been tried. Little can be arged against the city's building one or two; but before the matter has been practically tested, it would seem unwise to adopt a system involving so great an outlay.

We append a list of all the wharves owned by the

Corporation, their lessees, location, and yearly rent:

United States, Pier 1.
Riebard F. Loper, W. side Pier 12 and hukhesd.
John H. Brawer, E. side Pier 18 and bukhesd.
20 and bulkhesd.
Win Nelson, jr. W. side Pier 21 and bulkhesd.
Win Nelson, jr. W. side Pier 21 and bulkhesd.
Flushbig Steamnon Co. E. side Fier 22 and bulkhesd.
Kw Haven Steamhost Co., E. side Fier 24 and W.
Brooklus Faces Co., E. side Fier 24 and W.
Brooklus Faces Co., E. side Fier 24 and W. side Pier 25.

Brooklyn Ferry Co., Bulkhesd, Roosevelf-st........
L. D. Harnes et al., Piers 33 and 24, E. & W. side, s Brooklyn Ferry Go., Bulkhead, Roosevelfett.
L. D. Enrose et al., Fierr 30 and 44, E. & W. side, and bulkhead.
John J. Hicks, Pier 37 and bulkhead.
Rainnee Dock Co., Fiers 49 and 41, and bulkhead.
John J. Hicks, Pier 37 and bulkhead.
Joan J. Hicks, Pier 37 and bulkhead.
Joan J. Hicks, Pier 44 and bulkhead.
Steplen B. Wildey, Fiers 48 and 48, and bulkhead.
Phillip A. Doughetty, Fiers 58 and 49.
Phillip A. Doughetty, Fiers 58 and 59.
David J. Taft. Sulkhead foot of 4 st.
Grouge Enown, Pier 50 and 48, and 50 likhead.
Thes. Irw in, Fiers foot of 32th st.
Sidest, and 100th st.
Thes. Irw in, Fiers foot of 32th st.
Geo. Brown, Pier 7, Bulkhead, Rivington st.
Geo. Brown, Pier 7, Bulkhead, Rivington st.
Geo. Brown, Pier 5, and 4 bulkhead, und 4 pier foot of
Stantonet.
Geo. Brown, Pier foot of 25th st.
Daniel Davrow, and I beat dock
Jehn Redeld. E. 4 Pier 5, W. 4 Pier 5,
Allany Canal Line, E. 4 Pier 5, W. 4 Pier 6, and bulkhead.
American Transportation Co., E. 4 Pier 7, W. 4 Pier 3,
and bulkhead.
Chartes H. Marshall, berth and sip, Beekmanest.
New York Balance Lock, one-statut part Pier 42
John E. Broderith, Bulkhead 23d and 2sth-sts.
Geo. Erown, Pier foot of 20th-st.
Hallean Nawigarien Co., 100th-st. and Bariem Bridge.
Stephen Roberts, Pier foot of 18th-st.
Hallean Nawigarien Co., 100th-st. and Bariem Bridge.
Stephen Roberts, Pier foot of 18th-st.
Hallean Nawigarien Co., 100th-st. and Bariem Bridge.
Stephen Roberts, Pier foot of 18th-st.
Free & J. Moritz, 48 th-st.
NORTH ELVER. Heary B. Cromwell, Pier 12 and j bulkheads 12 and 13. \$2,000 00 Heary B. Cromwell, Pier 12 and j bulkheads 12 and 13. \$2,000 00 New York and Virti at 3 bulk Co, outer end Pier 13. 2,500 00 New York and Philadelj his Steam Navigation Co. E. Erphens, Condit & Co.

Fire 14
Stephens, Condit & Co., Pier 20.
Marsial O., Roberts, Pier 29.
Eric Relivend Co., Pier 31.
New Lork and Savannan Steamship Co., Pier 35.
New Y rk and Vavare Steamship Co., Lie 37.
Harvey P. Farringten, Pier foot of Leight = and 39.
T. D. & W. H. Christe, Essin Spring, Ct.
Daniel Darrow, Piers 45, 46, and 47.
Da. tel Darrow, Pier 50.
Claraton N. Potter, Pier 41 and § 42.
Sylvanus S. Ward, Barkhead foot of Jamest.
W. Radford § Pier N. 5de 15th st.
Frederick Cushman, Piers Firsh, 18th, and 20th sts.
Daniel Darrow, Pier 22d-st. President Campbell Statest.

Author Villedore F. Tone, Manbattanville.

Seleware and Hudson Canal. Co., N. Battery and Hu-H. P. Farrington, Barrow-st.
Daniel Dartew, 43, N. side. Daniel Darrew, 43, 71, 202.
Robert Ament, S. part 47.
Daniel Darrow, Bethome et Trov et 15th and 16th ets.
United Darrow, Elstet, fiulkhead.
Stephen Roberts, Buikhead Flat et.
Goo, Haws, Bulkhead 21st et.

The law makes the rate of wharfage to be paid by vessels lying at the wharfes as f llows:

vessels lying at the whates as I down:
Tons.

For every vessel under 30

For every vessel over 50 and under 103.

For every vessel over 100 and under 105.

For every vessel over 100 and under 50.

For every vessel over 100 and under 50.

For every vessel over 200 and under 50.

For every vessel over 200 and under 50.

For every ship or vessel of 600 tuns or upward 124c. on every 50 tuns in addition to the last mentioned rate (\$1 874) for every day she uses or is made fast to any of the wharves in the city. POSTMASTERS' FEES .- From remarks which we fre-

quently hear, as to the pecuniary value to the incum-bents of our largest Post-Offices, it is evident that the beate of our largest Cost-Onices, is any other con-subject is about as little understood as any other con-cessed with Post-Olice matters. For instance, quice bents of our largest reactimes, it is evident that the subject is about as little anderstood as any other connected with Post-Office matters. For instance, quite an intelligent merchast recently insisted, in our hearing, that the New-York Post-Office was worth "all the way from \$5,000 to \$15,000 per annum to the Postmaster." The facts are simply these: This matter of the compensation of Postmasters is entirely regulated and controlled by law. All offices where the commissions amount to \$2,000 and upward, are designated as salary offices, \$2,000 being the maximum pay showed from that source, and an additional \$2,000 to be taken out of the receipts for box rents—making \$4,000 the highest compensation to any Postmaster. A larger can than this cannot be realized without resorting to acts made criminal and febraious by laws of Congress, and punishable by the severest penalties. Even were a Postmaster inclined to take the risk of such penalties, at well as the ruin of private and official character, such are the checks and restraints now inforced, that the "pixings and stellings" which many outsiders so flippantly talk about, are entirely out of the question. And if it were not so, the indulgence in such practices would involve perjury, as a Postmaster is required to make oath that he has kept nothing from the Government in the way of fees or emoluments of any kind, to which he is not learnly entitled. It will thus be seen that the New-York Post-Office, with its 238 clerks, 117 penny-poets, \$1,000,000 annual revenues collected, and its \$150,000 bonds, under an honest administration of its duties cannot be made to not much, if any, more than some other offices, with perhaps a dozen clerks, a few thousand collections, and required suretice of one-lith the amount. We intend son to prepare a statement of the emoluments received annually at the large Post-Office in the several States.

[Hoibrook's Mail.]

KILLED ON BOARD A SHIP.—James Leigh, a native of England, aged 12 years, died yesterday at the New-York Hospital, in consequence of injuries received on the previous day. The deceased, who was a right by trade, was making some repairs on the rigging on the main beymand of the cityper ship fee Serpent, lying at pier No. 80, East litree, when his feet allipsed and he mill to the deck, injuring himself so severely that he fived but a few hours. A vertilet of socidental decks was

LAW INTRILIGENCE.

The Superior Court General Term was adjourned over to next Saturday, in sonsequence of the death of Jud. White's daughter.

COURT OF COMMON PLEAS—TRIAL TRIBE—MARCH 7.—
Before Judge Daly.

VERDICT AGAINST A RAILROAD COMPANY.
Heary Drew agt. The Sixth Avenue Railroad Company.
The plaintiff sued to recover damages for injuries entailed by him by the sudden starting of one of the Sixth Avenue cars. He was getting on the car, when it was started, and passed over his foet, rendering amputation necessary. The defendants put in the name defense, that the plaintiff was neglicant. The Jury rendered a verdict for the plaintiff for \$5,000.
Benedict and Boardman for plaintiff; John Blosson for the fendants.

UNITED STATES CIRCUIT COURT-MARCE 1 .- Before

UNITED STATES CIRCUIT COURT—MARCH 1.—Selves
Judge SSIFMAN.
THE ELUMENBERG PERJURY CASE.
The United States agt. Radoiph Blumenberg.
The defendant was indicted for perjury in swearing that he owned a house and lot up town, on the cest side, free from incumbrance, and that he was doing a profitable business. Upon such representations of his responsibility the Government allowed him to become surety for the slaver Orien. Scheenwell of the shape of the state of

UNITED STATES DISTRICT COURT—CRAMBERS—Meacs
7—Before Judge BETS.
THE CLAPP HARPAS CORPUS.
In re R. W. Clapp.
The defendant was arrested as a figitive from the

In re R. W. Clapp.

The defendant was arrested as a fagitive from the District of Columbia, where it is alleged he committed a forgery. After Indge Sutherland discharged the writ of labeas corpue upon which Clapp had been brought before him, the wriemer was taken before Judge Betts who decided that he accuracimus be sent to the District of Columbia, where the offense had been committed. The prisoner was then taken away by a Marshal's officer.

The Court was opened in the room of the General Sessions. The Grand Jury presented a large number of indistancing and the Court adjourned to next Menday.

Sessions. The Grand Jury presented a large number of machinents, and the Court adjourned to mext Menday.

COURT OF GENERAL SESSIONS—Mance 7.—Before Judge Mattern.

James Mahon was tried and convicted of grand largency, having stolen from Patrick Sheeby 6-20 67 on the 5th of February, for which he was sent to the State Prison two years. Michael Grouft and Theres I ownsend were put on trial together for highway robbery, so which they were convicted, and sentenced to the State Prison for ten years each. The complainant was Julius tarm as of No. 80 3th folk street, a peddler, who wisted the netorious locality of Cow Bay, in the Nixth Ward, on the 11th of February last, with a basket foll of fancy articles and some money, in all worth #56. Theres came entiringly in his presence, and suddenly, when he had no reason to expect any such thing, stipped a bag over his head. He had campledly to succumb to his fema e captor, who was sasisted after this new act by two men one of white number goods to view of him is the act of loseing are and while running off, after he had accepted by the prisoner, the complainant having caught a view of him is the act of loseing are and while running off, after he had accepted in the operations of a going of counterfelters dealing in #5 bills on the Monson dask of Massachusetts. They were remained for sentence until Statu day morning.

Charles Issue Sampson, a prisoner of some character having a peculiar eye and a Roman nose, pleaded guilty of grand larcery in taking \$50 worth of clatches and mosey from the promises was two years in the State Fricon.

Call Jaget, a German, having a charp, Italian expression of face, was found guilty of speculating in counterfeit coin. He is the same man who had a plan, which he proposed to a shop-leaper in Division street of making a very large amount of mency by expending a hundred or so in counterfeit coin. He is the same man who had a plan, which he proposed to a shop-leaper in Division street of making a very large amount of mency by expending a hundred

COURT CALENDAR—TRIS,DAY.

SUPERME COURT—CIRCUIT—Short Causer.—Part I.

Nos. 3725, 3019, 2001, 2047, 2012, 3105, 2017, 3025, 3175, 2275, 3225,
5047, 3062, 2005, 3389, 1805, 3001, 3001, 2016, 3175, 2016, 3004,
1100, 3102, 1710, 2714, 2022, 2068, 3174, 1964, 2065, 2010, 3266, 3026,
2104, 3002, 2109, 3222, 3223, 3205, 3668, 3548, 2164, 2008,
3022, 3002, 3265, 3002, 3222, 3445, 3514, 3514, 2514,
SUPERME COURT—SPECIAL TREE.—NOS. 184, 2, 127,
2011, 3024

507, 508, 509, 560.

Kinds County Circuit Count.—Nos. 41, 42, 44, 45, 46, 47, 48, 49, 51, 32, 50, 54, 56, 57, 58, 59, 60, 21, 61, 62.

MARRIED.

DEAN-JOHNSON- In Thomseton Me., on Wednesday, Fed 18 by the Rev. James McLean, Israel Bean of South Thomse ton, to Mrs. Esther Ann Johnson of Jefferson. WILEY - LERMOND - In Thomaston, Ma., on Wednesda Feb. 17, by the Rev. James McLean Joshua E. Wiley to M. Enma F. Lermond, all of Thomaston.

WILKINSON-THORNE-On Monday, March 4, by the Re-James B. Herrick, George A. Wilkinson to Amanda R., dang ter of the late Peter R. Kisssm, esq.

AXFORD - In this city, on Wednesday, Murch 6, Walter Marland, son of J. W. and M. Axford, seed 9 months and 13 days. BUSH .-- On Wednesday evening, March 6, Jesemich Bush

aged 42 years.
The relatives and friends of the family are respectfully invited to attend the fineral this (Friday) afternoon at 1 o'clock, from his late resisence, No. 165 East Thirty-first arrest, between First and Second weekness. First and Second avenues.

CUMMING—In this city, on Wednesday, March 6, Thomas Cumming, in the "ith year of his age.

The relatives and friends of the family are respectfully invited to attend his tuneral on Friedy alternoon, March 2, at 2 o'clock, p. m., front the First Reformed Presbyterian Church, (the Rev. D. McLeod); well his treet, between Sixth and Sevenath avenues, without further invitation.

CAMPELL—On Tossiay, March 5, Sarah Ann Campbell, eldest daughter of Buncan P. Compbell.

GEDDIS—In this city, on Wednesday, March 6, Mr. James Geddin, aged 24 years.

GEDDIS—In this city, on Wednesday, March 6, Mr. James Geddis, aged 24 years.

HYDE—At Mystic, Conn., on Thursday, Feb. 28, John J. Hyde, esq., aged 77 years and 6 months.

HUNT—At his residence, in Westchester, on Monday, March 4, Levi Hunt, in the 72d year of his age.

LAWRENCE—In this city, on Wednesday, March 6, Stephen A. Lawrence, aged 57 years and 10 months.

LYNCH—Suddenly, on Thesday evening, March 5, Mrs. Margaret Lynch beloved wife of ratrick Lynch, and daughter of the late Patrick Lynch, in the 34th year of her age.

The relatives and friends of the family, and those of her brathers, Michael and Matchew Lynch also brothers-in-law Edward, Hernee, and John Hayes, are respectfully invited to attend her function from her late residence, No. 62 Marion street.

MOORE At Ravenswood Long Island, on Thursday morning, March 7, Mumiera, son or V. Mumferd and Elizabeth W. Moore in the 6th year of the age. The relatives and there as of the lamity are respectfully invited to attend the toneral on Saunday, the 9th Inst. at 10 clock. The steamer Mantano leaves Fulton Market slip at 1 o'clock, returning at 3.

ing at 3.

MITCHELL—On Wednesday, March 6, Eilen Bradferd, aged
31 years, 6 months and 19 days, of consumption, youngest
day, ter of John and Jone Mitchell
The relatives and friends of the samily are respectfully invited to
attend the funeral on Sinulay, at 12 o'clock, from her late
residence. No. 154 Sullivan street.

MORRISON-At his late residence, near North Grange, M. J. on Saturday, Nuch 2, William Morrison, sen., aged of years a native of Holanbush, Parisa of Deany, Stringshire, Scot

hand.

MULLICAN—In this city, on Thursday morning, March 7, the her. John Mulligan, is use 68th year of his age.

The relatives and friends of the facily are respectfully invited to attend his funeral on Sunday, the 10th inst, as 12 o'clock, from life late residence, No. 42 West Nineteenth street, without further invitation.

MYEES—A: Marketing.

out turing invitation.

MYERS—At Menteaums, Coyuge County, N. Y., on Wednesd
day, Sob. 27, John B. Myers, aged 55 years.

ROBERTS — At St. Louts, on Sunday, March 3, Frederick
Lincoln, aged 15 years, son of E. G. Roberts, formerly of this
city.

ROBERTS — At St. Louis, on Sanday, share, A. Frederic Lincoln, aged 15 years, act of E. G. Roberts, formerly of this city.

The inneral services will be held at the Amily-these Baptist Church (tap Kev. B. Williams's) near Broadway, this foreason at by o'cook. The friends of the family are invited to stand without further notice.

RUSSELL — In Broadlyn, on Tousday, March 5, Louis, daugster of Edwin C. and Mary A. Lausell, aged 5 years, 7 thoulds and 25 days.

SHERLEARD—10 this city, on Wednesday, March 6, Eduabeth Shernard, widow of the late William therrard, aged 38 years, 11 menths and 21 days.

SHERLEARD—10 this city, on Wednesday, March 6, Eduabeth Shernard, widow of the late William therrard, aged 38 years, 11 menths and 21 days.

SCHWEATMAN—11 Williamsburgh, on Wednesday, March 6, John U. Schwestman.

TAGKNEY — In this city, on Wednesday, March 6, Connec Tackney, in the 46th year of the age.

WHITE—On Wednesday, March 6, Mary Ann, daugiter of Jumes W. White, Justice of the Superior Court, and Rhode E. White, in the 12th year of her age.

No. 32 East Tairsy-fourth street, on Friday, the 6th inst, at 169 celock, a.m. The relatives and friends of the family are respectfully invited to attend without other notice.

Willsey—In this city, on Tuesday, March 5, Peter Wileny, aged 61 years.

ELECTION IN THE FIRE DEPARTMENT.-The members of the new Court of Appends from the decisions of the Fire Commissioners, recently established by the Legislature, will be selected abordy. This measure relieves the Department of the interference of the Common Council in behalf of the rowdies who now diagnose its ranks. The firemen will elect the mem-bers of the Court, and we may be save that they will selects one but tried and honorable mes.

than Atago. There was a crowd of people, men, women, and children, standing at the head of the steps to receive us, with enger glances of curiosity. From the sammit we looked off upon one great sea of roofs, half hid under the thin vail of an Autumnal

ful curve to the vision's utmost limit.
"What views does the lay of the landscape re-

with goods.
Our few hours of first experience in Yedo and

NEW-JERSEY ITEMS.

THE POSTMASTER AT HOBOREN.-The Republicans

A PALKETTO FLAG.—The residents of Orange, N.
J., were astociclied, on dusday morning last, at seeing a Palmette decreasion flag waving from the top of a pole in front of the Part House. Faling to reach it in any other manner, the indignant crowed out down the pole, and tore the flag late should. The author of the act is unknown.